

SAFETY ALERT

Subj: OH-58D Aircrew Training Manual Changes

The purpose of this Safety Alert Notification is to rescind the September 2001 OH-58D Safety Alert Notification which recommended limiting OH-58D/R FADEC manual throttle training operations to in-ground effect demonstrations over hard surfaces and on improved airfields. OH58D Units should continue to train and perform FADEC manual throttle operations (Task 1056) and simulated engine failures at altitude (Task 1053).

Based on hazard analysis and controls recommended from the OH-58D Aviation Safety Investment Strategy Team (ASIST) effort, (see article in APR 2002 Flightfax), TC 1-209, OH-58D Aircrew Training Manual (ATM), has been revised to include detailed procedures for these tasks. For example, Task 1053 now includes a minimum entry altitude of 1200 AGL and controls to ensure the throttle is fully open to 100% NP when terminating the maneuver. Chapter 5 of TC 1-209 has also been changed to require two iterations of Task 1053 on a semiannual basis. It also establishes new "task currency" requirements for SP/IP's for Task 1053 and Task 1056 to ensure they are proficient in these demanding maneuvers. Additionally, TC 1-209 now includes an appendix with a detailed and standardized four-step teaching process for FADEC manual throttle training.

Approved changes to TC 1-209 will soon be distributed in hard copy through normal publication change procedures. Until these changes are published, TC 1-209 changes can be downloaded at <http://safety.army.mil/home.html>. Other minor changes to Chapter 5 of TC 1-209 will become effective upon receipt of the actual hard copy change. For example, Task 1047, Perform Analog Throttle Operation, is now deleted from the annual Standardization Evaluation.

Commanders are urged to continue to develop and apply local risk management procedures when performing all emergency procedure training. For example:

- Use outlying airfields that meet the requirements rather than using a heavily congested airfield where larger traffic patterns and slower airspeeds are not practical.
- Perform all approaches in the FADEC manual mode into the wind.
- Use Appendix A to TC 1-209 as a tool for building and maintaining proficiency.

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